

## Union City Station Fact Sheet

### Station Description

- Existing Station Facilities: The existing Union City Bay Area Rapid Transit (BART) station is located on a 14-acre site at Union Square and Decoto Road. The entrance to the station is on Union Square on the west side of the tracks. There are surface lots for monthly reserved, daily (free), extended weekend, midday (free) and long term parking in addition to a 9-bay bus transit facility that serves Alameda County (AC) Transit, Union City Transit, and the Dumbarton Express Bus service. Immediately east of the BART station, the Union Pacific railroad (UPRR) Oakland Subdivision track runs adjacent to the BART tracks. This track carries consumer freight service lines. Approximately 800 feet east of the BART tracks is the UPRR Niles Subdivision track. The Niles Subdivision track is used for major freight lines and the Amtrak Capitol Corridor.
- Current City Plans: According to the Union City General Plan, the Economic Development Strategy calls for mixed-use development in up to 100 acres of undeveloped land around the existing BART station and future intermodal facility. This Plan also shows the extension of 11<sup>th</sup> Street south of Decoto Road, past the new station site, and through the area slated for Transit Oriented Development. General Plan Goal LU-B.1 calls for the creation of an environment around the intermodal facility that would be mixed use and transit-oriented and which would provide good connectivity with the rest of the city while integrating well with the surrounding neighborhoods. The Station District will be designed to provide strong pedestrian connections, ground floor retail, open space, high density office, research and development, light industrial, and high density residential uses.

The creation of an intermodal station adjacent to the existing BART station would allow for connectivity between BART, passenger rail and bus service. The intermodal station would require track improvements to reroute current and future Capitol Corridor passenger rail service from the Niles Subdivision to the Oakland Subdivision and allow future Dumbarton Rail service. Intermodal station development would include free-flowing pedestrian grade separation under BART and UPRR tracks, an intermodal transit plaza and 16-bus bay facility, passenger rail station and facilities with elevated passenger platforms along the UPRR line adjacent to BART and transit commuter parking facilities. The long range vision for the intermodal station includes a large canopy roof covering the entire facility.

### Proposed High Speed Rail Station Use

- Proposed Station Site: The proposed station site is on 11<sup>th</sup> St. just to the east of the existing BART station along the existing Niles Subdivision track. The General Plan Land Use Diagram shows that land adjacent to the station, on either side of the tracks, is designated as Station Mixed Use. Surrounding the Station Mixed Use area are residential uses and to the northeast are industrial and research and development uses.
- Station Layout: There are two station layout options available for Union City. Option 1 is a new four story facility, detached from the existing BART station. Above a street-level concourse, two Capitol Corridor tracks would be served by a center platform, with an additional UPRR track on the eastern side. The third level is a mezzanine concourse providing access to 4 high speed rail tracks on the fourth level. This fourth level has two high speed rail tracks along two side platforms (with non-standard platform widths of 20 feet) with two express tracks in the center.

Option 2 is an extension of the above-ground BART station with four new tracks served by two elevated center platforms above a street-level concourse. High speed rail would run on the two center tracks and there are no separate tracks for express service while the Capitol Corridor trains would operate on the western most track and freight on the eastern most track.

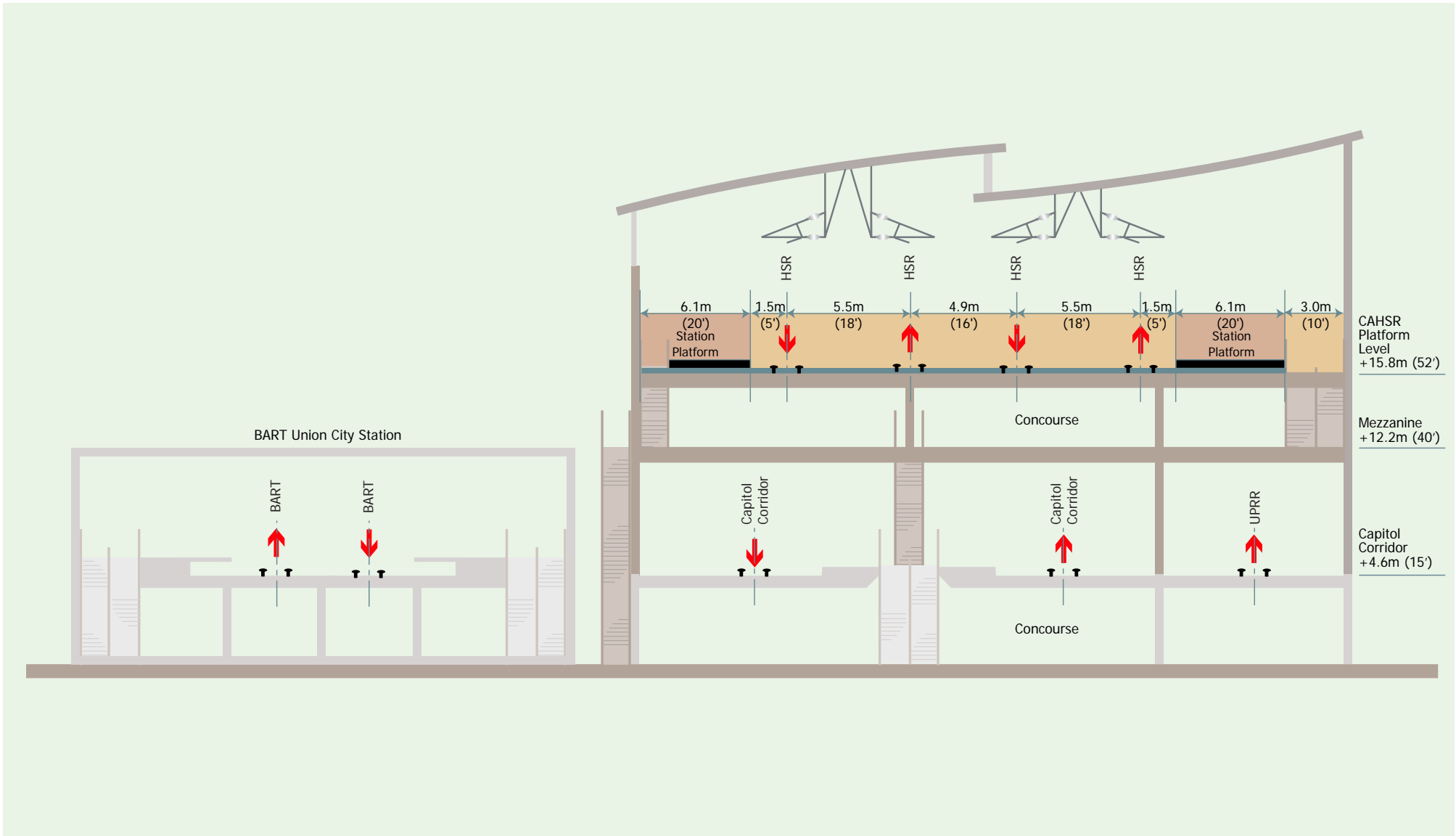
- Parking: The high speed rail station would include 200-400 new parking spaces along the eastern side of the right-of-way in addition to the existing BART parking lot on the western side.
- Access: The high speed rail station access would be provided from Decoto Road and 11<sup>th</sup> Street on the east side of the tracks. Access to BART is from Decoto Road and Union Square on the west side of the tracks.
- Intermodal Connections: Passengers at the Union City BART station can connect to AC Transit, SamTrans, Union City Transit, Amtrak, and future Dumbarton service.

#### References

- Union City Intermodal Station Phase 1 Project  
[http://www.union-city.ca.us/public%20works/intermodal\\_station.htm](http://www.union-city.ca.us/public%20works/intermodal_station.htm)
- 2002 General Plan Policy Document, City of Union City, February 2002  
[http://www.union-city.ca.us/commdev/general\\_plan.htm](http://www.union-city.ca.us/commdev/general_plan.htm)

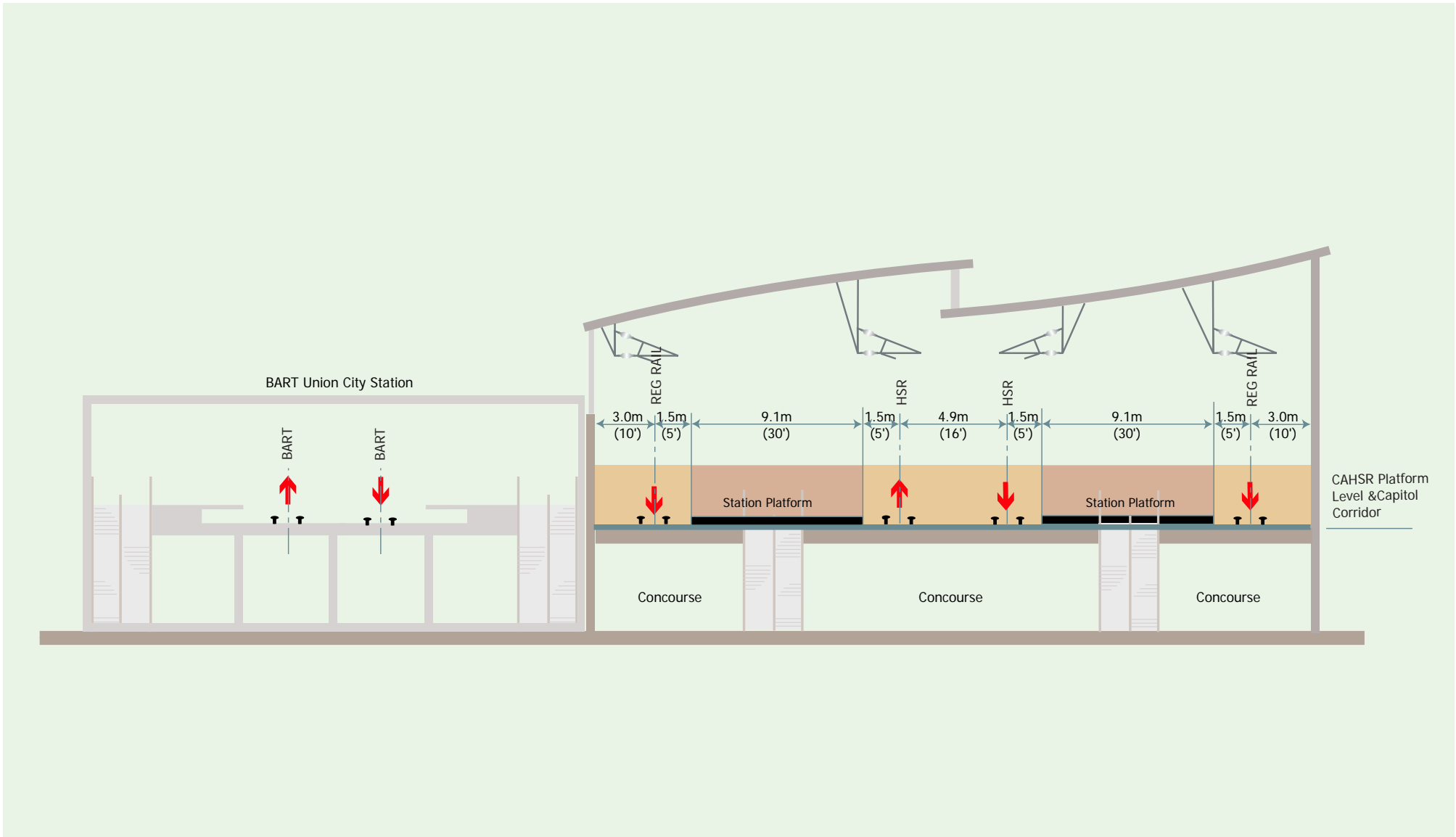






California High-Speed Train Program EIR/EIS

**Oakland to San Jose  
Niles Subdivision Line to I-880  
Union City Station**



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